



The Sky's the Limit!

Leanna Taylor is this year's recipient of the Montana Aeronautics Division Aviation scholarship. Leanna is currently enrolled in the Aviation Space & Technology class at Flathead High School, Kalispell, MT. Leanna has a true interest in aviation and plans on attending LeTourneau University a private, interdenominational Christian university located in Longview, Texas, offering academic majors in aeronautical science, business, education, engineering, humanities and science. To strengthen her background in preparation for advanced aviation studies, she is currently taking physics and Math IV, which includes pre-calculus. She is the currently the Flathead High School Aviation Club President; doing an excellent job of running meetings and arranging activities. Her academic standards are high, maintaining a 3.5 GPA while participating in basketball, soccer, volleyball and track her first three years of high school. Her community away from school has a strong connection with her church. She helps with childcare once a month, does service work, ministry and caroling to retirement homes and in addition, helps out at the food bank and Feed the Flathead. She serves as the Aviation Club President. Congratulations Leanna!



As part of Kalispell City Airports "Space Camp" Jeanne was able to meet and fly with Leanna. Jeanne entered Leanna's Young Eagle flight in her new logbook that she received from teacher Chuck Manning.

Rocky Mountain College job opening: Director of Flight Operations

Rocky Mountain College, in Billings, is accepting applications for the Director of Flight Operations position. This position is responsible for leading and managing Flight Operations on a daily basis in the 4-year collegiate aviation program. Flight Operations is located at the Laurel Airport. Requirements include overseeing 10-12 staff and 9 aircraft. This position is responsible for leading, managing, staffing, and equipping flight operations personnel, students and equipment. Develops flight training curriculum and operational procedures to insure high quality learning with a focus on safety that meets or exceeds applicable regulatory and certification requirements. Oversees all maintenance personnel, flight instructors, student pilots, scheduling and budgetary issues. Responsible for all duties as FAA-approved Chief Flight Instructor as defined in Part 141 of the Federal Aviation Regulations. Flying as a CFI required.

Excellent leadership skills as well as excellent written and oral communications skills required. Bachelor's degree required and minimum requirements as dictated by FAR 141 for Chief Flight Instructor. Airline Transport Pilot (ATP), Certified Flight Instructor (CFI), Certified Flight Instructor Instrument (CFII), Multi Engine Instructor (MEI), and Class II or above FAA medical certificate required. Submit a letter of interest, resume, copies of all certificates required above, and a list of three references via email jobs@rocky.edu or mail by June 1, 2004 to: Cindy Hessler, Personnel Administrator, Rocky Mountain College, 1511 Poly Drive, Billings, MT 59102. AA/EOE

Administrator's Column

General aviation security: For the past year the General Accounting Office (GAO) has been conducting a review of general aviation security. The message being presented to GAO by AOPA and other organizations is that general aviation is not a significant threat and the aviation community has taken steps to address any shortcomings. GAO recently sent surveys to 300 random airports nationwide to elicit views of general aviation airport managers on issues related to security at general aviation airports and of general aviation operations. If your airport was selected to participate in the survey and is in need of assistance in completing the survey please contact me.

Comment period extended: The FAA has agreed to hold two regional public hearings on its National Air Tour Safety Standards proposal and extend the comment deadline to June 18. The hearings will be held this month in Las Vegas, NV and Washington DC. The proposal has drawn much criticism, more than 2,000 comments to date with the majority opposing the proposal and most submissions urge the proposal be withdrawn in its entirety. The proposal's effort to combine sightseeing, air tours and charity flights under one umbrella rulemaking is impractical. The basic premise of the rule is that all commercial air tours must be conducted under Part 135 or 121 and special safety standards developed by FAA to address commercial air tour accidents should be applied nationwide. According to AOPA statistics these requirements would put over 80% of sightseeing operators out of business. Comments by June 18 to: Docket Management System, US DOT, Room Plaza 401, 400 Seventh St. SW, Washington DC 20590-0001, reference Docket No. FAA-1998-4521; Notice No. 03-10.

Kalispell to receive new service: America West will start service from Phoenix to Kalispell beginning June 1. America West Express, operated by Mesa, will provide one daily roundtrip using 50-seat Canadair Regional Jets. America West also offers access to Kalispell and ten other Montana points through code-sharing with Big Sky. It is great to see new markets offered to Montana travelers.

Sport pilot rule update: Top officials of the federal Office of Management and Budget were briefed by EAA as it continues to push to make the new sport pilot/light-sport aircraft regulations a reality. Officials were told that the sport pilot is the right amount of regulation at the right moment to benefit the general aviation industry. The briefing was reported as very productive with OMB impressed at the support of the aviation community as indicated by EAA's petition that gathered more than 10,000 signatures and Congressional backing in less than 10 days. The FAA which had pulled the sport pilot proposal from OMB last month to clarify several points, continues its discussions with OMB to finalize the rule. Once finalized by OMB, the rule moves forward to final publication.

Frontier Airlines returns to Billings: Frontier Airlines is returning to Billings. Beginning May 23 the Denver-based airline is adding two daily flights to Billings Logan International Airport. Frontier's regional jet service called Frontier JetExpress will fly 70-seat CRJ-700 planes to Billings. Frontier handles the marketing and scheduling for Frontier JetExpress while Horizon Airlines operates and flies the JetExpress planes. The current Frontier Air was formed in 1994 and flew to Billings for about a year. The carrier stopped flying to Billings to build up its business by focusing on the nation's top 25 markets. "Now, we're at the point where we can go back to some of the destinations we served before," said Frontier spokesman Joe Hodas. "We've got a much bigger network, so we can service Billings better." The Denver-to-Billings flights leave at 10:40 a.m. and 7:00 p.m. The Billings-to-Denver planes depart at 6:00 a.m. and 12:40 p.m.



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Calendar

May 10-14, 2004 – Laurel Aviation & Technology Week. For further information contact Druann Kerns (406) 628-3357.

May 21, 2004 – Valley Hangar will be hosting Young Eagle rides for 8th graders. This is an annual event anyone interested in giving rides is welcome. The kids will tour the airport, get to see the air ambulance, and Jeanne MacPherson will have an aviation demonstration for the kids. Contact Ken James at (406) 228-8114 or pilotken@nemontel.net.

May 29-31, 2004 – Fly-in and Work Session Benchmark Airstrip.

May 29-30, 2004 – Fly-in and Work Session Spotted Bear Airstrip.

June 2, 2004 – Montana Seaplane Pilots Association Annual Meeting, KwaTaqNuk Motel, Polson beginning @ 11:30 a.m. For further information contact Bob Kembel (406) 745-0969 or Larry Ashcraft (406) 986-3366.

June 3-4, 2004 – Montana Aeronautics Board Meeting. Days Inn of West Yellowstone. For further information phone (406) 444-2506.

June 5, 2004 – Young Eagles Fly-in, EAA Chapter 57, west end of the Billings Airport. Contact Larry Mayer for more information at larry.mayer@lee.net. See their website at www.eaabilings.com.

June 5, 2004 – Steak fry and fun day, Sunday Creek Airport in Miles City beginning at 10:00 a.m. till around 3:00 p.m. Camping available. For further information (406) 354-6009 or (406) 232-6009.

June 12, 2004 – North Central Fly-In breakfast & Toy-Show, Havre Airport.

June 12-13, 2004 – Fly-in and Work Session Meadow Creek Airstrip.

June 19-20, 2004 – Fly-in Twin Bridges Airport, flour bombing, pancake breakfast, airplane rides, pig roast. For further information contact Ruby Valley Aviation (406) 684-5335.

June 20, 2004 – Frank Bass Father's Day Fly-In Pancake Breakfast will be held at Fort Peck Airport. Camping on field; boating; fishing. For further information phone Lanny Hanson at (406) 228-2433.

June 26, 2004 – Fly-In Antique Air & Car Show, Museum of Mountain Flying, Missoula Airport 8:00 a.m. – 4:00 p.m. EAA will host a pancake breakfast 8:00 a.m. – 11:00 a.m. Please RSVP to Stan Cohen, (406) 549-8488 or phpc@montana.com or call the museum at (406) 721-3644.

July 3, 2004 – EAA chapter 57 breakfast 8:00 a.m. at the EAA's hangar on the west end of the Billings airport. Contact Larry Mayer for more information at larry.mayer@lee.net or see their website at www.eaabilings.com.

July 3-4, 2004 – Townsend Flight Festival (8U8) – Camping at airport, motels, transportation, shopping, fireworks & flying. Saturday 7/3 – Young Eagles flights, food available all day; Sunday 7/4 – lunch at Heritage Park in Townsend, fly out to Canyon Ferry Airstrip on the lake. Information: Neil or Karen Salmi (406) 266-5400.

July 16-18, 2004 – Fly-in and work session Schafer Meadows Airstrip.

July 24, 2004 – FAA & Montana Aeronautics Division Meeting and ELT Seminar, Roundup.

August 5-7, 2004 – Montana Antique Airplane Association Fly-In, Three Forks Airport. Young Eagle Rides, flour bombing, spot landing competition. Antique aircraft on display. Breakfast/lunch/dinner and dance. Saturday fly-in or drive-in breakfast at the Wilsall Airport at 7:30 a.m. For further information phone Cindy Kleimer (406) 586-2307 or (406) 580-2315 or email sckleimer@aol.com.

August 6-8, 2004 – 11th Annual Splash-In Fly-In. Lower Stillwater Lake 14 miles west of Whitefish, MT on US Hwy 93 West. For further information visit their website at www.stillwaterlanding.com.

August 8, 2004 – Seeley Lake Flying Club will host the annual pancake feed, Sunday morning, which is held in conjunction with the Staggerwing meeting in Seeley (23S).

August 13-15, 2004 – McCall Family Fly-In.

August 18-21, 2004 – Aviation Career Summer Camp for High School Students. For registration information contact Jeanne MacPherson at (406) 444-2506 or jemacpherson@state.mt.us or Len Wheeler at (406) 449-5270 ext. 18, or Leonard.Wheeler@faa.gov.

August 20-22, 2004 – Third Annual Montana Fun Weekend. Cut Bank International Airport. For further information contact Montana_fun_weekend@yahoo.com.

September 11, 2004 – Wings of Freedom, Sidney Air Show. Call Sharon Rau (406) 433-1916 or Bryan Prevost (406) 774-3033 for further information.

Please File a Flight Plan!

By: Jeanne MacPherson, Bureau Chief Safety and Education

In this “do and go” faster flying world of GPS and Cellular phones, filing a VFR flight plan is still the best insurance that a pilot will have expeditious search and rescue in the event of that unplanned off field landing.

It is **strongly recommended** that a flight plan for VFR flight be filed with an FAA FSS. VFR flight plans are not required by the Federal Aviation Regulations. However, the FAA has a recommended policy that a flight plan be filed for a flight where the intended point of landing is more than 50 nautical miles from the original point of departure.

In Canada, no pilot-in-command shall operate an aircraft in VFR flight unless a VFR flight plan or a VFR flight itinerary has been filed, except where the flight is conducted within 25 nautical miles of the departure aerodrome.

In Montana, air searches that have been delayed for several days because, no flight plan was filed, the ELT was not activated and the pilot was not reported as missing.

Once, a pilot activates his flight plan with the FAA FSS, the time listed under estimated time enroute is used to determine the estimated time of arrival. If, 30 minutes have elapsed since that estimated time of arrival and the FAA FSS has not heard from the pilot (either a closing or a extension of the estimated time of the flight) the pilot and aircraft are considered overdue and search procedures are instigated.

At this point, the FSS is responsible for locating the aircraft. The FSS makes phone searches to any airports that the pilot may have landed at enroute to the destination airport. The FSS contacts the Air Route Traffic Control Center and any air traffic agency and FSS facility to determine if the overdue pilot has made any radio or phone contacts.

The next phase, if the aircraft is not located is called an INREQ (information request), the destination FSS transmits an information request to every flight watch, to other FSS and Air Route Traffic Controls and to the Air Force Rescue Coordination Center, at this time, Montana Aeronautics Division is called. A thorough airports investigation is conducted involving law enforcement; Montana Aeronautics Division often initiates an air route search utilizing aircraft with direction finding equipment monitoring the emergency frequency of 121.5. If, all of these efforts still turn up negative, a full grid search will be conducted.

When filing a flight plan, if a fuel stop is involved, file separate flight plans for each leg of the flight. Make position reports along your route and offer pilot reports and request updated weather information from the FSS. Use the flight following system. These services provided by the FAA are your insurance policy and they don't cost you an additional penny.

And finally, please close your flight plan when you reach your destination. Thank you!

Rocky Mountain College Hosts Conference

Rocky Mountain College (RMC) held an aviation conference “Economic Impact of Aviation in Montana” on April 17, 2004. Guest speakers were Robert DeHaan, Counsel to the Assistant Secretary of Transportation and Internal Affairs and Dr. Norm Thagard, NASA astronaut. Discussions during the conference included the Billings Airport traffic control tower, the airport interchange, the current state of affairs in airline service and economics. Additional speakers included Floyd Dockum, FAA Helena, Debbie Alke, Montana Aeronautics Division, Senator Burns and Congressman Rehberg. A panel discussing the economic impact of aviation on Montana was held with representatives from SkyWest, Big Sky, Frontier, Corporate Air & the Federal Homeland Security in attendance. A final banquet was held where Debbie Alke presented Rocky students Kyle Mosher and Eric Ellison with scholarships from the Montana Aeronautics Division.



Congressman Denny Rehberg received a RMC jacket from Dan Hargrove RMC Aviation Director and RMC President Thomas Oates presented a jacket to Senator Conrad Burns. We thank Senator Burns and Congressman Rehberg for their outstanding support of aviation in our great state.

Aviation Career Summer Camp August 18-21, 2004

Montana Aeronautics Division and the Federal Aviation Administration in cooperation with the Helena College of Technology are sponsoring an Aviation Career Academy (ACE) for high school students considering an aviation career.

Share the excitement of the aerospace industry! Fantastic Career opportunities for the 21st century and beyond await you at this year's ACE Academy!!

WHO: sophomore, junior & senior high school students (for the school year 2004/2005) interested in aviation
(hurry –enrollment is limited)!

WHEN: August 18-21, 2004

WHERE: based out of Helena, MT – Lodging is available for out of town students for a low cost rate at a local motel with chaperones.

COST: \$100.00 (\$50.00 scholarships are available by submitting a one page essay on your aviation interest – a long with your application). Lodging is available at an additional cost for out of town students. A chaperone will be staying at the hotel with the students.

CONTACTS: Jeanne MacPherson at Montana Aeronautics, phone: (406) 444-2506
e-mail: jemacpherson@state.mt.us

Len Wheeler at the Helena Flight Standards Office,
phone: (406) 449-5270 ext.18
e-mail: Leonard.Wheeler@faa.gov

Rocky Flight Team Finishes 11th in the Nation

The Rocky Mountain College Flight Team placed 9th in flying events and 11th in overall standings at the National Collegiate Flight Competition, hosted by Middle Tennessee State University at Smyrna, TN from April 27 - May 1, 2004. The team of ten students flew to Tennessee in two of Rocky's Piper Archer III aircraft, and competed against schools from across the U.S., including large university aviation programs.

Thirty-one teams with over 350 contestants and 80 aircraft participated in the Safety and Flight Evaluation Conference (SAFECON), which is sponsored by the National Intercollegiate Flying Association. The Rocky Flight Team earned a berth in the national competition at the regional event, held in Colorado last fall. Over sixty colleges and universities competed at various regional competitions, hoping for a berth at nationals. The Flying Bears Flight Team last participated in the national competition in 1996.

The competition includes ten different events in which students compete in flying skills both in aircraft and simulators, and evaluations of aviation knowledge such as flight planning, aircraft preflight airworthiness, and aircraft recognition.

Top performers included junior Will Sibra and freshman Matt Cichosz who finished first in the Message Drop flying event against a field of 155 contestants. The event requires a two-person crew to fly over two targets at 200 feet at cruise airspeed and release small containers with streamers attached to land as close as possible to the targets. Shawn Walker, a senior, placed second overall in the Instrument Flight even conducted in a simulator. Shawn was selected as the overall outstanding member of Rocky's team.

Team members are selected from among the approximate 100 students enrolled in the Aeronautical Science four-year degree program at Rocky. The academic program prepares graduates to enter the world of professional aviation and includes flight training to obtain FAA certification as commercial pilots with instrument and multi-engine ratings.

Flying Truths

- When one engine fails on a twin-engine airplane, you always have enough power remaining to get you to the scene of the crash.
- Never trade luck for skill.
- The three most common expressions (or famous last words) in aviation are: "Why is it doing that?", "Where are we?" and "Oh ****."
- Airspeed, altitude and brains. Two are always needed to successfully complete a flight.
- Just remember, if you crash because of weather, your funeral will be held on a sunny day.
- What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If the ATC screws up, the pilot dies.
- You know your landing gear is up and locked when it takes full power to taxi to the terminal.

Big Sky Airlines was formed by a group of local Billings businessmen that recognized the opportunities that would occur as a result of the Airline Deregulation Act of 1978. Scheduled passenger service commenced in September 1978, with the first flight connecting Billings and Helena with continuing service to Kalispell. In the beginning, Big Sky had three Hadley-Paige Jetstream 19-seat aircraft and 40 employees. In December 1978, several cities in Montana and Wyoming were added to the schedule.

In July 1980, Big Sky Airlines was selected to provide Essential Air Service to seven cities in Central and Eastern Montana, a contract that has been renewed biannually for the past 23 years.

In July 1985, Big Sky entered into a five-year marketing agreement with Northwest Airlines, and service was expanded at various times in markets ranging from Spokane to Minneapolis and Calgary to Cheyenne.

In March 1989, at the conclusion of its agreement with Northwest, Big Sky filed for protection under Chapter 11 Reorganization. The reorganization plan was centered solely on service to the Essential Air Service markets in Montana with a fleet of three, Metro II, 15-passenger aircraft and one 9-passenger Cessna 402. The reorganization plan was successful and final payment to unsecured creditors was completed in September 1998, a full year ahead of schedule.

In the fall of 1997, Big Sky began a new expansion strategy as a result of the abandonment of inter-Montana air service by Horizon Airlines as they retired their fleet of small turboprop aircraft. Big Sky transitioned and expanded its fleet to the newer Metro III 19-passenger aircraft. Service was expanded between Billings and Great Falls, Helena, Missoula and Kalispell, as well as Spokane and Bismarck.

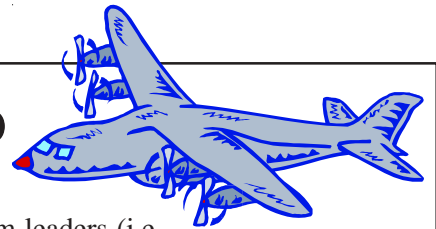
In November 1998, Big Sky's expansion exploded when it was awarded a contract by the U.S. Department of Transportation to provide Essential Air Service to ten communities in Texas, Arkansas, and Oklahoma, through a hub in Dallas. This resulted in a significant increase in aircraft and employees. By the end of 2000 Big Sky had a fleet of sixteen Metro III/23 aircraft with 300 employees serving 31 communities in nine states.

Big Sky's growth also helped it achieve new marketing arrangements to provide better connections, lower fares and frequent flier miles for its passengers. Big Sky and Northwest Airlines began a code-share partnership in May 1999, and code-share partnerships were commenced with America West Airlines in April 2001 and Alaska Airlines in July 2001. Big Sky has inter-line agreements with most major and regional airlines that serve cities on its route system.

The terrorist events of September 11, 2001 have once again triggered dramatic changes in the airline industry as a whole and for Big Sky in particular. The competitive landscape continues to change as air carriers search for their place in the future. Big Sky was significantly underbid for the renewal of the Dallas Essential Air Service contract in September 2002, resulting in the closure of the hub and service to Texas, Arkansas and Oklahoma. Big Sky has refocused its resources to provide service in the Pacific Northwest and Rocky Mountain regions since that time with varying degrees of success.

Undoubtedly the single most significant even in Big Sky's history occurred when it was purchased by MAIR Holdings in December 2002. The acquisition resulted in very positive outcomes for Big Sky's public shareholders, employees, and other stakeholders, while providing a sound platform and new direction for the future. MAIR Holdings stated objective in acquiring Big Sky, "to be a growth vehicle for the Holding Company", signals that more exciting things are in store for Big Sky as it embarks upon the next 25 years.

Aerospace Education Workshop



The Civil Air Patrol (CAP) unit in Billings, Beartooth Composite Squadron, will be conducting an aerospace education workshop for local area teachers and youth program leaders (i.e. Boy Scout leaders, Girl Scout leaders, 4-H Club leaders, etc.) and is scheduled for August 6-8, 2004 from 9:00 a.m. to 3:00 p.m. each day. Participation in this aerospace education workshop will be limited to 20 teachers and/or youth program leaders and prospective participants must reserve their slot in advance by e-mailing Major Steven Heffel at heffelsc67@hotmail.com and providing their name, mailing address, and telephone number, for later contact. Please, insert "Aerospace Education Workshop Reservation" in the subject line.

CAP's Director of Aerospace Education for Montana Wing – CAP, Captain Kaye R. Ebel, will lead the workshop. Captain Ebel is an expert in aerospace education and a teacher at Target Range Elementary School in Missoula and has earned several aerospace education awards. The workshop will train the participants supplement standard academic curriculums with various simple and low cost "hands-on-activities" to promote an interest in the aerospace sciences (i.e. astronautics, astronomy, and aviation). The workshop will be conducted at the Billings Educational Academy located at 1212 Central Avenue in Billings.

Collaboration 4 Success



Sam Samaddar, Past President of the International Northwest Aviation Council congratulates Debbie Alke on her new appointment as President.



Tom Binford (l), Billings Airport passed the gavel on to Dave Ulane of St. George Utah.



Ann Crook Oregon Department of Aviation and NW Region Airport Managers gathered at the conference with other industry professionals.

“Collaboration 4 Success” a joint conference with the NWAAAE, CAC/ACI-NA, INAC, BCAC and IAAE Canada was held last month in Victoria. The conference provided many interesting sessions exploring airline operations, airport terminal projects, visions for the future and others that featured industry professionals from both sides of the border. “Building on our Success” was presented with Ron Mercer, Helena Regional Airport Director sharing his success story at Helena. A special guest appearance by Queen Elizabeth wrapped up the conference.

Debbie Alke took over the reigns as President of the International Northwest Aviation Council (INAC) for the next year from Sam Samaddar of Kelowna, BC. As part of those duties Montana will conduct a Board of Directors meeting in conjunction with the 2005 aviation conference at Butte and host the INAC annual conference and meeting in August 2005 at the Grouse Mountain Lodge, Whitefish.

INAC is North America’s premiere aviation council formed in 1936 and offers a forum for all aviation organizations and governments to present a united front on aviation issues.

Tom Binford, Billings Logan International Airport passed the gavel of the Northwest Chapter of the American Association of Airport Executives (NWAAAE) to Dave Ulane, St. George, UT. Tom provided outstanding leadership to this organization over the past year. The NWAAAE augments the educational efforts of the American Association of Airport Executives by bringing together a membership that shares similar problems and interests because of regional proximity.



Queen Elizabeth was on hand to give an update on the royal’s activities. Pictured are Mike Ferguson, Queen Elizabeth and Debbie Alke.



Roundup Airport Purchases Courtesy Car

Every year the Montana Aeronautics Division gives away two grants worth \$2,000 each to Montana airports that have the need for a courtesy car. One of the conditions of the grant is that the recipient must install a sign saying "This car is furnished through a grant from the Montana Aeronautics Division." This year Roundup Airport was awarded one of the grants. Airport manager Orville Moore went to Mike Kloeckner at Musselshell Valley Equipment looking for a suitable car. Mike sold the airport a 1999 Buick Century worth well over \$2,000 with the stipulation that in addition to the Montana Aeronautics Division wording they add "and Musselshell Valley Equipment Co." Roundup has 100 LL avgas, hot coffee, cold pop and good conversation. Fly into Roundup, use their car to go downtown and visit the shops and restaurants. For further information on the Montana Aeronautics Division Courtesy Car Program contact Jim Greil at (406) 444-2506.



Pictured is Mike Kloeckner (l) of Musselshell Valley Equipment presenting the keys of the airports new courtesy car to Orville Moore and Pauline Atkinson.

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